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The claims defining this invention are as follows:

1. (original) An aircraft comprising a spiral inducing assembly,
which said spiral inducing assembly is capable of forcing
the aircraft to travel in a spiralling motion during
5 flight or the aircraft and which spiral inducing assembly
comprises a tube, which tube encircles part of the
aircraft and is able to rotate relative to the encircled
part of the aircraft, with a plurality of fins connected
to the tube, which fins are connected to the tube such
10 that the fins can be rotated in a pivoting manner relative
to the tube, and such that the fins can be rotated in the
said pivoting manner in the same direction relative to
the tube, and which spiral inducing assembly
comprises a fin rotating mechanism by which fin
15 rotating mechanism the fins can be rotated in the
said pivoting manner in the same
direction as each other relative to the tube and such
that rotation of one fin in a pivoting manner relative
to the tube causes rotation of another fin relative to
20 the tube in the same direction as a direction of
rotation of the said one fin relative to the tube,
and which said fins are such that rotation of the fins
in the said same direction relative to the tube during
flight of the aircraft can enable one of the fins to
25 exert a magnitude of force on the tube that is greater
than a magnitude of force that another of the fins can
exert on the tube.

2. (original) An aircraft comprising a spiral inducing assembly,
which said spiral inducing assembly is capable of forcing
the aircraft to travel in a spiralling motion during
flight of the aircraft and which spiral
5 inducing assembly comprises a tube, which tube
encircles part of the aircraft and is able to rotate
relative to the encircled part of the aircraft, with
a plurality of fins connected to the tube, which
fins are connected to the tube such that
10 the fins can be rotated in a pivoting manner relative to
the tube, and such that the fins can be rotated in the
said pivoting manner in the same direction relative to
the tube, and which spiral inducing assembly comprises a
fin rotating mechanism by which fin rotating mechanism
15 the said fins can be rotated in the said pivoting manner
in the same direction as each other relative to the tube
and such that mechanical action by the fin rotating
mechanism to pivotally rotate one fin relative to the
tube can cause rotation of another fin relative to the
20 tube in the same direction as a direction of rotation
of the said one fin relative to the tube,
and which fins are such that rotation of the fins in
the said same direction relative to the tube during
flight of the aircraft can enable one of the fins to
25 exert a magnitude of force on the tube that is greater
than a magnitude of force that another of the fins can
exert on the tube.

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3. (original) An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral
- 5 inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins
- 10 can be rotated in a pivoting manner relative to the tube, and such that the fins can be rotated in the said pivoting manner in the same direction relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin
- 15 rotating mechanism the fins can be rotated in the said pivoting manner in the same direction as each other relative to the tube, and with the fins being such that one of the said fins connected to the tube is larger than another of the said fins.
- 20 4. (canceled)
5. (canceled)
6. (canceled)

7. (original) An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that one fin can be rotated relative to the tube such that during flight of the aircraft, if no other fin was rotated, the tube could be forced to rotate in one direction relative to the encircled part of the aircraft as a result of dynamic action by air on the one fin, and which fin rotating mechanism is such that rotation of the one fin relative to the tube causes rotation of another fin relative to the tube such that during flight of the aircraft the another fin could force the tube to rotate relative to the encircled part of the aircraft in a direction that is opposite to the said one direction as a result of dynamic action by air on the another fin if no other fin exerted a force on the tube, and which fins are such that the magnitude of force that can be exerted on the tube by rotation of one of the fins can exceed the magnitude of force that can be exerted on the tube by rotation of another of the fins during flight of the aircraft.

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8. (original) An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that one fin can be rotated relative to the tube such that during flight of the aircraft, if no other fin was rotated, the tube could be forced to rotate in one direction relative to the encircled part of the aircraft as a result of dynamic action by air on the one fin, and which fin rotating mechanism is such that mechanical action by the fin rotating mechanism to rotate the one fin relative to the tube can cause rotation of another fin relative to the tube such that during flight of the aircraft the another fin could force the tube to rotate relative to the encircled part of the aircraft in a direction that is opposite to the said one direction as a result of dynamic action by air on the another fin if no other fin exerted a force on the tube, and which fins are such that the magnitude of force that can be exerted on the tube by rotation of one of the fins can exceed the magnitude of force that can be exerted on the tube by rotation of another of the fins during flight of the aircraft.

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9. (original) An aircraft comprising a spiral inducing assembly, which said spiral inducing assembly is capable of forcing the aircraft to travel in a spiralling motion during flight of the aircraft and which spiral inducing assembly comprises a tube, which tube encircles part of the aircraft and is able to rotate relative to the encircled part of the aircraft, with a plurality of fins connected to the tube, which fins are connected to the tube such that the fins can be rotated in a pivoting manner relative to the tube, and which spiral inducing assembly comprises a fin rotating mechanism by which fin rotating mechanism the fins can be rotated in the said pivoting manner such that one fin can be rotated relative to the tube such that during flight of the aircraft, if no other fin was rotated, the tube could be forced to rotate in one direction relative to the encircled part of the aircraft as a result of dynamic action by air on the one fin, and which fin rotating mechanism is such that rotation of one fin in a pivoting manner relative to the tube can cause rotation of another fin relative to the tube and such that during flight of the aircraft the another fin could force the tube to rotate relative to the encircled part of the aircraft in a direction that is opposite to the said one direction as a result of dynamic action by air on the another fin if no other fin exerted a force on the tube, and which fins are such that one of the fins is larger than another of the fins.

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10. (original) The aircraft of claim 1 wherein the rotation of the fins in the said same direction is such that the rotation of the fins is substantially in the same direction relative to the tube.
- 5 11. (original) The aircraft of claim 1 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.
12. (original) The aircraft of claim 10 wherein the fin rotating mechanism is able to rotate each fin to the same
10 degree relative to the tube as each other fin.
13. (original) The aircraft of claim 1 wherein the said fins are such that one of the said fins is larger than another of the said fins.
14. (original) The aircraft of claim 10 wherein the said fins are
15 such that one of the said fins is larger than another of the said fins.

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15. (original) The aircraft of claim 2 wherein the rotation of the fins in the said same direction is such that the rotation of the fins is substantially in the same direction relative to the tube.
- 5 16. (original) The aircraft of claim 2 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.
- 10 17. (original) The aircraft of claim 15 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.
18. (original) The aircraft of claim 2 wherein the said fins are such that one of the said fins is larger than another of the said fins.
- 15 19. (original) The aircraft of claim 15 wherein the said fins are such that one of the said fins is larger than another of the said fins.

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20. (original) The aircraft of claim 3 wherein the rotation of the fins in the said same direction is such that the rotation of the fins is substantially in the same direction relative to the tube.
- 5 21. (canceled)
22. (canceled)
23. (canceled)
24. (canceled)

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25. (original) The aircraft of claim 7 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.
26. (original) The aircraft of claim 7 wherein the said fins are
5 such that one of the said fins is larger than another of the said fins.
27. (original) The aircraft of claim 8 wherein the fin rotating mechanism is able to rotate each fin to the same degree relative to the tube as each other fin.
- 10 28. (original) The aircraft of claim 8 wherein the said fins are such that one of the said fins is larger than another of the said fins.
29. (currently amended) The aircraft of any one of claims ~~1 to 20~~
1 to 3, 7 to 20, or 25 to 28 wherein the said aircraft is a
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missile.
30. (currently amended) The aircraft of any one of claims ~~1 to 20~~
1 to 3, 7 to 20, or 25 to 28 wherein the said aircraft is

an airplane.